

CANADA/BRITISH COLUMBIA
ASIA-PACIFIC GATEWAY AND
CORRIDOR TRANSPORTATION
INFRASTRUCTURE FUND

ANNUAL REPORT 2009/10

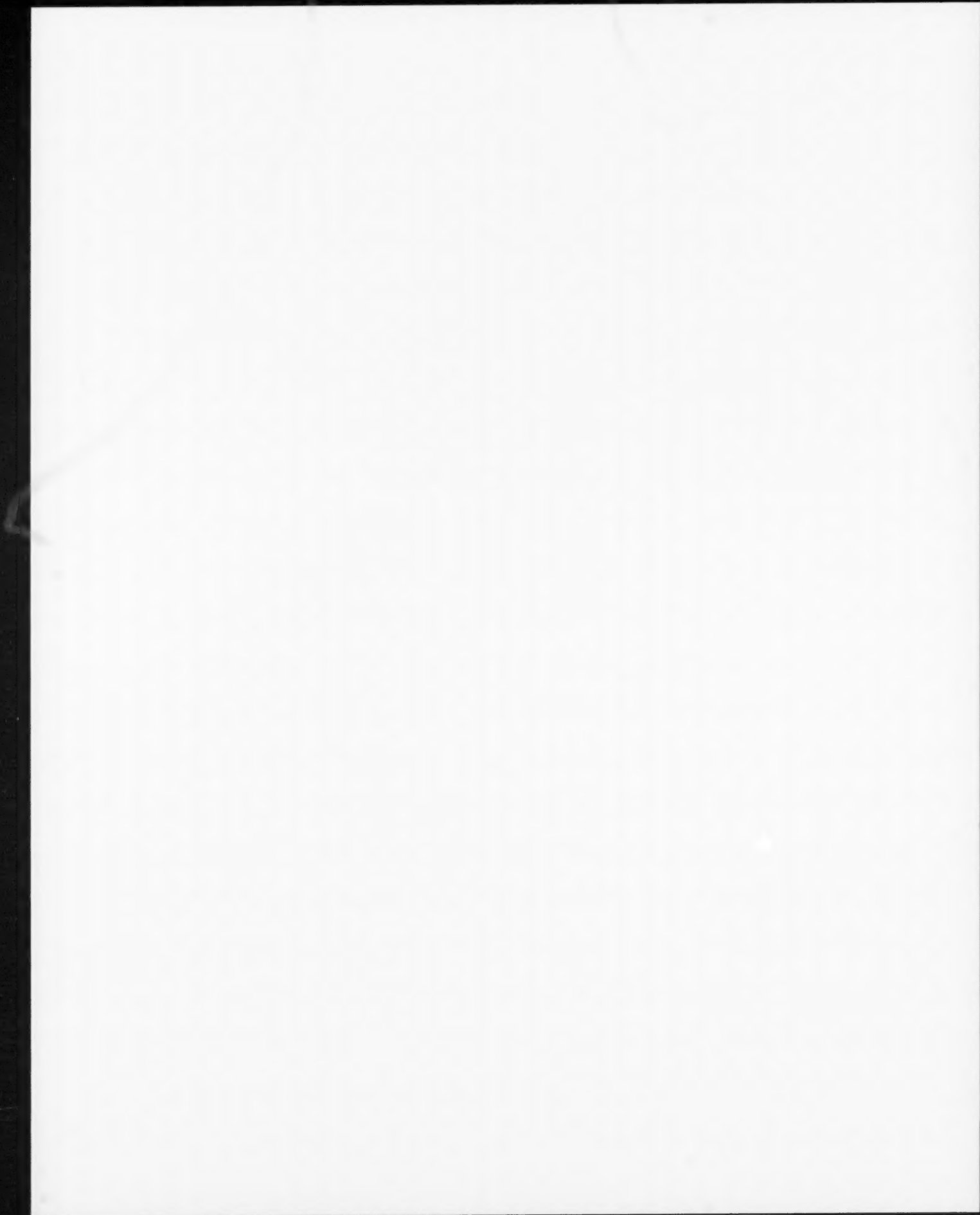
(FISCAL YEAR ENDED MARCH 31, 2010)

July 2010



Ministry of
Transportation
and Infrastructure

Canada
Transport Canada
Infrastructure Canada



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An annual progress report is required under sections 8.3 and 9.5 and Appendix D (Audit Framework) of the CANADA – BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE TRANSPORTATION INFRASTRUCTURE FUND Agreement. This report is used to provide the Management Committee with information regarding the status of projects and to formally track progress to date under the agreement. The report will also likely be translated and posted on Transport Canada's web site for public use.

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GENERAL OVERVIEW OF RESULTS

A general overview of the results accomplished under the Agreement during the fiscal year, including but not limited to a description of the work completed, financial results, environmental issues, any concerns affecting progress of the Program, and any other issues that may affect completing the Program as per this Agreement.

As of the end of the fiscal year 2009/10 (ending March 31, 2009) the status of the seven projects, Environmental Assessment and Audits were as follows¹:

■ **Pitt River Bridge and Mary Hill Interchange –**

This project entails:

- Construction of a new, high, level-fixed Pitt River Bridge, located between the existing structures to replace the existing swing bridges. The new seven-lane structure will have six through-lanes and one auxiliary eastbound lane for truck traffic;
- Construction of a new interchange at Mary Hill Bypass and Lougheed Highway to eliminate the existing complex signalized intersection. The interchange is to provide free-flow conditions for all major movements; and,
- Upgrades to the intersection at Kennedy Road and Lougheed Highway to improve access to and from the CP Rail inter-modal yard. The upgrades should be sufficient to allow container-truck movements in and out of the inter-modal yard without significant delay.

The approval of the environmental review (CEAA) was given by Transport Canada on July 20, 2006. A total of \$178,613,443 has been expended (claimed) against three contracts, as of the end of the 2009/10 fiscal year. Claims for the 2009/10 fiscal year entailed \$35,385,270, with \$19,100,672 in accruals/PAYE.

■ **South Fraser Perimeter Road Environmental**

Assessment – The environmental assessment of the proposed South Fraser Perimeter Road (SFPR) is subject to both provincial and federal environmental assessment

legislation. In accordance with the Canada-BC Agreement on Environmental Assessment Cooperation, the environmental assessment will be harmonized between both jurisdictions according to the agreement, with each retaining its decision making authority. The SFPR will be added to this contribution agreement at a later date and entails primarily a 40-kilometre, four-lane, 80 km/h route along the south side of the Fraser River, extending from Deltaport Way in Southwest Delta to 176th Street (Highway 15) and the new Golden Ears Bridge in Surrey/Langley. The SFPR will link primary gateway facilities such as Deltaport, Fraser Surrey Docks, Canadian National Railway's intermodal yard, Canada/US border crossings and the Tsawwassen ferry terminal to Vancouver Island.

A total of \$4,000,000 has been expended (claimed) against one contract, as of the end of the 2008/09 fiscal year. There were no claims for the 2009/10 fiscal year as the assessment was completed in preparation for the actual project which is being completed under a corresponding contribution agreement between the Province and Canada. Claims for the 2008/09 fiscal year entailed \$608,222.

- **Simon Fraser Bridge –** This project in Prince George entails construction of a new two-lane bridge parallel and upstream of the existing bridge and tying back into the existing Queensway interchange on the north side of the Fraser River and Highway 97 on the south side. The existing bridge will require rehabilitation in the future but the rehabilitation of the existing structure is not included under this contribution agreement. The approval of the environmental review (CEAA) was given by Transport Canada on October 4, 2007. A total of \$32,144,635 has been expended against 12 contracts, as of the end of the 2009/10 fiscal year. Claims for the 2009/10 fiscal year entailed \$9,624,935.

The project was completed on November 30, 2009 with a Schedule G (Affidavit of Completion) submission to Transport Canada on December 16, 2009.

¹ It should be noted that the costs and expenditures referenced in this document relate to eligible and sharable costs between Transport Canada and the Province, unless otherwise noted. For instance, the total cost of the Pitt River Bridge project is estimated at \$198 million but only \$180 million is eligible for cost-sharing.

■ **Highway 16: Silver Road to McBride Timber Road Passing Lane** – The current scope of the project includes the construction of two kilometres of eastbound passing lane and shoulder widening; westbound left-turn lane at Silver/Sweden Road; eastbound and westbound left-turn lanes and right turn deceleration lanes at McBride Timber Road; and additional intersection lighting. The approval of the environmental review (CEAA) was given by Transport Canada on April 4, 2008. A total of \$2,100,000 has been expended (claimed) against one contract, as of the end of the 2008/09 fiscal year. Claims for the 2008/09 fiscal year entailed \$2,100,000. This project was completed September 30, 2008 with a Schedule G (Affidavit of Completion) submission on November 5, 2008. There were no claims against this project in the 2009/10 fiscal year.

■ **Highway 1: Hilltop to Balmoral** – This project entails four-lane, undivided standard highway with improved geometry, frontage roads to provide safe access to adjacent properties, and a mixture of new grade separated intersections and upgrades to the existing at-grade intersections with separate turning lanes for all movements. The proposed upgrade will connect with the recently upgraded section of highway between Balmoral Road and Ford Road. A total of \$2,470,830 has been expended (claimed) against seven contracts, as of the end of the 2009/10 fiscal year. Claims for the 2009/10 fiscal year entailed \$1,481,897 with \$364,349 in accruals/PAYE.

■ **Highway 97: Wright Station Curves** – This project located between 100 Mile House and Williams Lake affects 4.6 kilometres of existing two- and three-lane, rural, arterial highway. The proposed project is limited to four-laning the 3.5 kilometres middle and south sections (total 3.9 kilometres of new construction). A total of \$6,913,818 has been expended (claimed) against one contract, as of the end of the 2009/10 fiscal year. Claims for the 2009/10 fiscal year entailed \$5,231,559.

■ **41B Street Overpass at Deltaport Way Project** – This project includes the replacement of the existing at-grade-crossing at 41B Street with a new two-lane overpass crossing Deltaport Way and the Roberts Bank Rail Corridor. The project will also include a connection from 41B Street to Deltaport Way on the north side. A total of \$514,724 has been expended (claimed) against one contract, as of the end of the 2009/10 fiscal year. Claims for the 2009/10 fiscal year entailed \$514,724 (with \$171,073 in accruals/PAYE).

Overall, as of the end of the fiscal year 2009/10, 26 contracts had been established on HIGHWAY CONTRIBUTION MANAGEMENT SYSTEM (HCoMS) for a total cost of \$241,004,402 out of a total HCoMS-active sharable cost (across seven projects, audits and environmental assessments) of \$253,500,000 (95.07% of HCoMS-active sharable cost).² A total of \$226,757,450 (with \$19,636,094 in accruals/PAYE) has been expended against these 26 contracts (94.09% of the existing value of the 26 contracts). There was \$52,238,385 (\$19,636,094 in accruals/PAYE) claimed in the 2009/10 fiscal year. It should be noted that in the fiscal year 2007/08, the contribution agreement was expanded to include the Simon Fraser Bridge project. Three additional projects – Highway 16: Silver Road to McBride Timber Lake Road; Highway 1: Hilltop to Balmoral; and Highway 97: Wright Station Curves – were added in the 2008/09 fiscal year. Also, one additional project, 41B Street Overpass at Deltaport Way, was added after the formal end of the 2008/09 fiscal year.

² After the end of the 2007/08 fiscal year three additional projects were added to the original three and thus the total shareable costs as of July 2008 total \$246,500,000. After the end of the 2008/09 fiscal year, one additional project was added and thus the total shareable costs as of July 2009 amount to \$253,500,000.

DATE, LOCATION AND MINUTES OF OFFICIAL MANAGEMENT COMMITTEE MEETINGS

CANADA-BRITISH COLUMBIA

SHIP, SHIPB, CSIF, BIF, APGCTIF, and APGCTIF:SFPR

Management Committee Meeting

Date: September 16, 2009

Location: Teleconference

IN ATTENDANCE

BC Ministry of Transportation and Infrastructure

David Marr (BC Provincial Co-Chair)

Avi Ickovich (BC Ministry of Transportation and Infrastructure)

Transport Canada

James Clarkin (TC)

Mark Thompson (TC)

Matthew Cloutier (TC)

Ron Hall (TC)

■ RECORD OF DISCUSSIONS

1.0 Opening Remarks – Introductions

2.0 Administrative Details

2.1 Note taker – It was decided that Matt Cloutier (TC) would be the Note Taker

2.2 Minutes of the December 11, 2008 Management Committee meeting were accepted and approved.

3.0 Program Management

3.1 Status of projects

Program is complete including Highway 15/88th Avenue Intersection which was completed under BIF but funded under Strategic Highway Infrastructure Program – Border Crossing Component (SHIP-B). The Province is currently working on settlement issues with the 15/88th Project.

3.2 The final Affidavit will be submitted shortly.

3.3 Final payment

The final payment is contingent on the Province providing a signed Schedule G (Affidavit of Completion). An audit on the final payment will be required. The Province will provide Canada an Innovations Report for consideration.

3.4 The 2008/09 annual report will include the final works done in early 2009/10 and will be the final annual report for this agreement.

4.0 CSIF Program Management

4.1 Final payment

The final payment for this program has been made.

4.2 Dirk Nyland will provide Canada an affidavit of completion for this project.

4.3 It was decided that a retrospective evaluation will be done for the entire KHC corridor once all federally funded projects along the corridor are completed.

4.4 M. Thompson noted the survival clause in the CSIF agreement in S. 12.18.

4.5 Both Management Committee Co-Chairs agreed to dissolve the management committee for this agreement.

5.0 SHIPB Program Management

5.1 All projects are now complete.

5.2 The final Affidavit will be submitted shortly.

5.3 Final payment

The Province will provide the final affidavit (15/88th), after which Canada will make the final payment under this agreement. An audit covering the final payment will be required.

6.0 SHIP Program Management

6.1 All affidavits have been submitted, however the final audit did not cover the final PAYE payment. An audit covering the final payment made in 2009/10 will be required.

7.0 APGCTIF Program Management

7.1 Status of projects

Please see attached project update sheet for an update of all APGCI Projects. One notable exception is the 41B Street Overpass at Deltaport Way, where there has been slight delays in the expected construction start dates.

7.2 Schedule B

Schedule B should be up to date. Should any changes be necessary the Province will prepare an updated Schedule B.

7.3 Program Risks

D. Marr discussed some potential project risks in the APGCI Program:

- Geotechnical issues causing delays/overruns to the Wright Station Curves Project
- Property Acquisition costs increasing for the Hilltop to Balmoral Project.

It was acknowledged these project overruns would be absorbed by the Province, and other than schedule slip, should not affect the Program's completion.

7.4 The Province noted that one of the projects they submitted for potential CPR Ashcroft replacement has been funded under the ISF. J. Clarkin noted that Transport Canada (TC) should have an idea on the direction that will be taken in replacing Ashcroft in the next one to two months.

7.5 An updated Annual report was sent to TC in mid-August. As soon as an updated AR/Audit is approved, TC will start flowing funds for the current fiscal year.

8.0 APGCTIF: SFPR Program Management

8.1 Project Status

The status of the project is included in the attached program status sheets. The Province anticipates that all the preparatory works will be completed by Fall 2009, with the award of a P3 agreement by February 2009.

8.2 Schedule B

Schedule B should be up to date. Should any changes be necessary the Province will prepare an updated Schedule B.

8.3 Potential Risks to the Project.

Other than risks that are typical to large infrastructure projects, the Province does not foresee any risks moving forward. D. Marr did not foresee any problem in attracting potential bidders to the P3 bidding process.

8.4 SARA Permitting

D. Marr was not aware of this issue at the Sunbury site causing any significant delays to the overall project schedule. R. Hall spoke on the permitting issue and clarified that TC's role was to help facilitate discussions between CWS (EC) and the Province.

Regret was expressed over the fact that this issue has lingered for so long, however a permit is expected to be issued in the near future.

9.0 BCF Program Management

Despite the fact that no agreement has been signed for the Program, an informal discussion was held.

9.1 Project Status

- KHC – Break check to Yoho: construction underway with completion expected in Fall 2010.
- KHC – Golden Hill to West Portal: Day Labour work used to advance fourth lane down the Golden Hill to Highway 95 Intersection. RFP for major works expected to be awarded in late 2009, with work commencing in early 2010.
- Highway 1 – Monte Creek to Pritchard: expect to tender later this year, still resolving property and Aboriginal Consultation issues. TC to be provided with an MOU concerning the archaeological remains.
- Highway 1 – Pritchard to Hoffman's Bluff: It is expected that construction will begin in 2010.
- Highway 1 – Clanwilliam Overhead and Donald Bridges Projects: Both progressing towards a June 2010 expected. EAs are currently underway for these two projects.

- Highway 97 – Winfield to Oyama: construction expected to begin in Spring 2010.
- Highway 97A – Larkin to Crozier: construction underway, with completion expected in Fall 2010.
- Highway 97A – Armstrong four-laning: construction expected in October/November 2009.
- Westside Interchange: construction expected to begin in September 2009.

9.2 Project Risks

Other than those that are typical to infrastructure projects, the Province does not foresee any substantial risks to the project.

D. Marr noted that a letter is being drafted on the Province's position that funds should be allowed to be shifted between projects. J. Clarkin noted that in the past, changes before the CA being signed have been considered through the memo to minister, and that this will probably be the case here.

D. Marr discussed the issue of aboriginal consultation, and when Canada would be satisfied that consultations could be considered complete. J. Clarkin stated that a solution was being pursued by Canada whereby the Province is satisfied that their duties to consult have been fulfilled.

STATUS REPORT OF FEDERAL PROGRAMS (as provided in email from Avi Ickovich)

SHIP: Highway Construction Component

- All Schedule G's (Affidavit of Completion) submitted (including March 2009 submission for Yoho Bridge: Kicking Horse Canyon) and all projects in service;
- All Annual Reports and Audits submitted as per Contribution Agreement.

SHIP: Border Crossing Component

- All Schedule C's (Affidavit of Completion) completed, with exception of Highway 15/88 intersection project, which will be signed off by the Project Team for the Border Infrastructure Program.
- Final Annual Report submitted in August 2009.
- Final Audit will be submitted in the Summer of 2010 after final claims/accruals and holdbacks are cleared resulting from the sign-off of the Schedule C.

CSIF: Kicking Horse Canyon: Phase 2: Park Bridge

- Project complete and in-service.
- As there is no equivalent formal requirement for a Affidavit of Completion (Schedule G or C in SHIP), the Province has as a courtesy agreed to supply Transport Canada a signed version of such a document. This submission entails the Chief Highway Engineer (Dirk Nyland) for BC signing off as the Coordinating Engineer for the constituent engineers involved in this project.
- All Annual Reports and Audits submitted.

Asia-Pacific

- Pitt River Bridge and Mary Hill Interchange.
- Three lanes of traffic will be moved to the new River bridge on October 5th 2009.
- A total of seven lanes will be opened by November 7, 2009.
- Demolition of the old swing bridge will take place next fiscal.

- South Fraser Perimeter Road – Environmental Assessment – The Environmental Assessment Certificate was received from the Federal Government in July 2008. This allowed the project team to move forward with contractor selection, final design and construction.

■ Highway 97: Simon Fraser Bridge.

- Scope: Increase the capacity of Highway 97 across the Fraser River northward through Queensway Interchange, including twinning the Simon Fraser Bridge and tying into the existing Queensway Interchange
- Estimated Completion Date: October 2009
- Bridge construction tender awarded November 28, 2007 to Surespan Const. Ltd
- Bridge deck completed August 2009
- Bridge Approach contract awarded to IDL Projects Ltd. on July 3, 2008
- Remobilized for bridge approach work (August 2009)
- Bridge opening event by dignitaries of Provincial, Federal, First Nations and City of Prince George on August 23, 2009.

ACTIVITY for NEXT PERIOD:

- Bridge approaches: Complete bridge approaches by fall
- Highway 16: Silver Road to McBride Timber Road Passing Lane – Schedule G: Affidavit of Completion submitted to Transport Canada on November 5, 2008
- Highway 1: Hilltop to Balmoral
 - 100% Detailed Design completed July 2009
 - Tender documents ready Sept 2009
 - Tendering the project is subject to property acquisition. There are 20 acquisitions.
 - Six acquisitions are complete. The remaining 14 in negotiation
 - Nine of the 14 outstanding files are held by the Shuswap Lake Estates development. These negotiations are pending legal challenge over private water/sewer relocation costs.

- Anticipate having these acquisitions settled by the end of September, otherwise will have to go to expropriation.
 - All environmental approvals in place (ALC, CEAA exemption, MOE).
 - Schedule:
 - Assuming property issues are settled, anticipated tendering in October 2009, award in November.
 - Anticipate start construction in Spring 2010.
 - Completion Summer 2011.
 - Budget status:
 - Due to late tender, there will be slippage in construction expenditures. Fiscal distribution may need to be revised once tender date confirmed.
 - Currently forecasting meeting total project budget of \$25 million (\$15.491 million Provincial, \$9.509 million Federal).
 - Some budget risk since higher properties, engineering and construction estimates have reduced contingency to \$1.2 million (which is only 7% of anticipated construction contract value).
 - Other Risks
 - First Nations consultation. Consultation had gone well with no issues raised by the three local bands. However during discussions on Monte Creek to Pritchard Project regarding dealing with the human remains find, the bands have discussed lumping all TCH projects in the area into the process.
- Highway 97: Wright Station Curves
- Last year significant quantities of a very dense hard clay till material was encountered requiring drilling and blasting, an amendment in the amount of \$2.2 million to cover the increased level of effort was added. (Contract award – \$7.799 million; amended value – \$9.968 million)
 - Construction resumed in April of this year.
 - Numerous drainage and runoff concerns requiring mitigation and extensive underground seepage was encountered once the remaining stripping of the ground began. Perforated pipe, drain rock, geo-textiles, and sub drains were installed to help mitigate the excess water. Saturated material was aerated in order to dry it for use and avoid hauling it to disposal.
 - This extensive drainage mitigation has delayed normal construction activities, to the end of August approximately 54% (\$5.372 million) of the existing construction contract is complete.
 - Additional cost pressures which range from \$1.2 million to \$3.5 million have been tentatively identified, BC MoT is working with the contractor to fully determine the impacts on the contract, change conditions and delay items.
 - The original completion date of October 31, 2009 will not be met, an updated completion date has not been defined however it is likely to extend until late summer 2010.
 - First Nations and archaeological concerns have led to the hiring of three First Nations employees and implementation of additional Archaeological investigations.
 - Construction is expected to continue through November this year. A winter lay-up and associated environmental management plan will then be implemented.

Asia-Pacific: South Fraser Perimeter Road

| | |
|-----------------|---|
| 2008, May | Traffic Management Consultation |
| 2008, July | Environmental Assessment Certificate received |
| 2008, July | RFQ released |
| 2008, September | Early construction begins |
| 2009, January | Official Launch of Construction |
| 2009, January | Short-list three teams for RFP |
| 2009, April | RFP Issued |

Future Milestones:

| | |
|----------------|--|
| 2009, November | Technical submissions due |
| 2010, February | Financial submissions due |
| 2010, February | Announcement of preferred proponent |
| 2010, 2012 | Final design and construction |
| 2012 | South Fraser Perimeter Road project completion (opening day) |

The SFPR project is divided into Phase One and Phase Two

- Phase One is early work that involves preloading and utility upgrades/relocation
- Phase Two is final design and construction by the concessionaire
- Concessionaire award to take place in February, 2010

Phase One work is divided into four sections

SECTION 1: Highway 17 – Highway 99 (Contractor is Mainland Civil Works)

- Contract value \$8.2 million
- Contractor began work in April, 2009
- 375,000 (30%) m³ of preload material has been placed
- Clearing and Grubbing 50% complete
- Topsoil Stripping 70% Complete

SECTION 2: Highway 99 – 80th Street (Contractor is B & B Contracting Ltd.)

- Contract value \$8.9 million
- Contractor began work in April, 2009
- 430,000 m³ of river sand was pumped to the 80th Street stockpile site in February 2009
- To date, approximately 150,000 m³ of sand has been placed from the 80th Street stockpile site between 80th Street and just west of 72nd Street
- To date, approximately 180,000 m³ of granular fill has been placed to the Stockpile site at Burns Drive and 72nd Street
- Geotechnical monitoring (settlement, water pressure, ground displacement) of the preload is ongoing
- An off-ramp off of Highway 99 was constructed to be used by the contractor
- To date, approximately 1,200 m of culvert have been installed to maintain hydraulic connections across the corridor

SECTION 3: 80th Street – Highway 91 (Contractor is Matcon Excavating and Shoring Ltd.)

- Contract value \$4.1 million
- Contractor began work in May, 2009
- Overall sand placement is 25% complete
- Clearing – 34% complete
- Sunbury Stockpile Sand – 40,000 m³ of river sand placed in preparation for preloading

SECTION 4: Surrey (Contractor is Tyam Construction Ltd.)

- Contract value \$23.5 million
- Contractor began work in September, 2008
- To date 1,100,000 tonnes of sand have been placed (approx. 667,000 m³), 83% of contract quantity
- Tannery Stockpile site has approximately 450,000 m³ of Fraser River Sand
- Pacific Water shrew salvage has been completed in critical habitat impacted by the preloading
- Relocation of City of Surrey's water and sewer infrastructure impacted by the preload is 98% completed
- Geotechnical monitoring (settlement, water pressure, ground displacement) of the preload is ongoing
- Terasen have relocated their gas distribution line over a two-kilometre length where it ran adjacent to the preload
- BC Hydro, Telus and Shaw have relocated 98% of their lines which were required for preloading
- Storm Water culverts have been installed to maintain or improve conditions where preload has been placed
- Detours have been built between Tannery Road and Old Yale Road to facilitate preloading of the future interchange approach embankments
- Intersections at South Fraser Way/Tannery Road, South Fraser Way/Old Yale Road and 116th Street/Bridgeview drive have been upgraded.

SCHEDULE B REVISIONS

Please refer to Table 1 outlining the evolution of Schedule B during the first fiscal year. Table 2 (Statement of Changes) calculates the cash flow and budget changes across revisions.

Revision 9 January 29, 2009 – This revision is the last revision prior to the end of the 2008/09 fiscal year.

Revision 10 June 17, 2009 – This revision entails the following changes at the end of the fiscal year:

- Finalizing claims of the 2008/09 fiscal year and adjusting for accruals (PAYE) for the Pitt River Bridge and Mary Hill Bypass project;
- Finalizing claims of the 2008/09 fiscal year and adjusting for accruals (PAYE) for the Simon Fraser Bridge project;
- Finalizing claims of the 2008/09 fiscal year and adjusting for accruals (PAYE) for the Hilltop to Balmoral project;
- Finalizing claims of the 2008/09 fiscal year and adjusting for accruals (PAYE) for the Wright Station Curves project; and
- Addition of the 41B Overpass at Deltaport Way project.

Revision 11 October 19, 2009 – This revision entails the following changes:

- Due to efficiencies in construction for the Pitt River Bridge and Mary Hill Bypass project, \$1,681,714 was transferred from the 2010/2011 and the 2011/12 fiscal years back to the 2009/10 fiscal year;
- The Simon Fraser Bridge project entailed moving \$214,148 from the 2009/10 fiscal year to the 2010/2011 and future expenditures;
- The Hilltop to Balmoral project entailed moving \$5,198,752 to future years from the 2009/10 fiscal year;
- Wright Station Curves project entailed moving \$1,066,493 to future years from the 2009/10 fiscal year; and
- As construction is only anticipated to be tendered in September 2010 for the 41B Overpass at Deltaport Way project, there was a transfer of \$485,276 from the 2009/10 fiscal year to the 2010/2011 fiscal year.

Table 1

Schedule B during the Fiscal Year 2009/10 (As of March 31, 2010)

| Project | Estimated Project Cost | Sharable Project Cost | Agreement Contribution | | Breakdown of Expenditures | | | | | | |
|--|------------------------|-----------------------|------------------------|---------------|---------------------------|--------------|--------------|--------------|--------------|-------------|-------------|
| | | | Federal | Provincial | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | 2011/12 | 2012/13 |
| Revision #9 | | | | | | | | | | | |
| 29-Jan-09 (Last revision pl 2008/09) | | | | | | | | | | | |
| Pitt River Bridge and Mary Hill Interchange | \$198,000,000 | \$180,000,000 | \$ 90,000,000 | \$ 90,000,000 | \$16,233,775 | \$73,004,324 | \$55,058,345 | \$33,703,556 | \$2,000,000 | \$ - | \$ - |
| South Fraser Perimeter Road Environmental Assessment | 4,000,000 | 4,000,000 | 2,000,000 | 2,000,000 | 566,225 | 2,825,553 | 608,222 | - | - | - | - |
| Simon Fraser Bridge | 42,000,000 | 36,000,000 | 18,000,000 | 18,000,000 | - | 3,625,807 | 22,536,000 | 9,838,193 | - | - | - |
| Silver Road to McBride Timber Road Passing Lane | 3,400,000 | 2,100,000 | 1,050,000 | 1,050,000 | - | - | 2,100,000 | - | - | - | - |
| Hilltop to Balmoral | 20,000,000 | 16,000,000 | 8,000,000 | 8,000,000 | - | - | 1,259,290 | 6,680,650 | 8,060,060 | - | - |
| Wright Station Curves | 11,200,000 | 8,400,000 | 4,200,000 | 4,200,000 | - | - | 2,101,948 | 6,298,052 | - | - | - |
| Total | \$278,600,000 | \$246,500,000 | \$123,250,000 | \$123,250,000 | \$16,800,000 | \$79,455,684 | \$83,663,805 | \$56,520,451 | \$10,060,060 | \$ - | \$ - |
| Revision #10 | | | | | | | | | | | |
| 17-Jun-09 | | | | | | | | | | | |
| Pitt River Bridge and Mary Hill Interchange | \$198,000,000 | \$180,000,000 | \$ 90,000,000 | \$ 90,000,000 | \$16,233,775 | \$73,004,324 | \$53,990,074 | \$33,703,556 | \$2,000,000 | \$ - | \$1,068,271 |
| South Fraser Perimeter Road Environmental Assessment | 4,000,000 | 4,000,000 | 2,000,000 | 2,000,000 | 566,225 | 2,825,553 | 608,222 | - | - | - | - |
| Simon Fraser Bridge | 42,000,000 | 36,000,000 | 18,000,000 | 18,000,000 | - | 3,625,807 | 18,894,783 | 9,838,193 | - | - | 3,641,217 |
| Silver Road to McBride Timber Road Passing Lane | 3,400,000 | 2,100,000 | 1,050,000 | 1,050,000 | - | - | 2,100,000 | - | - | - | - |
| Hilltop to Balmoral | 20,000,000 | 16,000,000 | 8,000,000 | 8,000,000 | - | - | 988,933 | 6,680,650 | 8,060,060 | - | 270,357 |
| Wright Station Curves | 11,200,000 | 8,400,000 | 4,200,000 | 4,200,000 | - | - | 1,682,259 | 6,289,052 | - | - | 419,689 |
| 418 Street Overpass at Deltaport Way | 24,000,000 | 7,000,000 | 3,500,000 | 3,500,000 | - | - | - | 1,000,000 | 5,000,000 | 1,000,000 | - |
| Total | \$302,600,000 | \$253,500,000 | \$126,750,000 | \$126,750,000 | \$16,800,000 | \$79,455,684 | \$78,264,272 | \$57,520,451 | \$15,060,060 | \$1,000,000 | \$5,399,533 |
| Revision #11 | | | | | | | | | | | |
| 19-Oct-09 | | | | | | | | | | | |
| Pitt River Bridge and Mary Hill Interchange | \$198,000,000 | \$180,000,000 | \$ 90,000,000 | \$ 90,000,000 | \$16,233,775 | \$73,004,324 | \$53,990,074 | \$35,385,270 | \$1,386,557 | \$ - | \$ - |
| South Fraser Perimeter Road Environmental Assessment | 4,000,000 | 4,000,000 | 2,000,000 | 2,000,000 | 566,225 | 2,825,553 | 608,222 | - | - | - | - |
| Simon Fraser Bridge | 44,378,329 | 36,000,000 | 18,000,000 | 18,000,000 | - | 3,625,807 | 18,894,783 | 9,624,045 | 145,480 | - | 3,709,885 |
| Silver Road to McBride Timber Road Passing Lane | 3,400,000 | 2,100,000 | 1,050,000 | 1,050,000 | - | - | 2,100,000 | - | - | - | - |
| Hilltop to Balmoral | 20,000,000 | 16,000,000 | 8,000,000 | 8,000,000 | - | - | 988,933 | 1,481,898 | 11,367,462 | 2,161,707 | - |
| Wright Station Curves | 11,200,000 | 8,400,000 | 4,200,000 | 4,200,000 | - | - | 1,682,259 | 5,231,559 | 1,486,182 | - | - |
| 418 Street Overpass at Deltaport Way | 24,000,000 | 7,000,000 | 3,500,000 | 3,500,000 | - | - | - | 514,724 | 5,485,276 | 1,000,000 | - |
| Total | \$304,6978,329 | \$253,500,000 | \$126,750,000 | \$126,750,000 | \$16,800,000 | \$79,455,684 | \$78,264,272 | \$52,237,496 | \$19,870,957 | \$3,161,707 | \$3,709,885 |

Statement of Changes for Schedule B during the Fiscal Year 2009/10 (Year Ending March 31, 2010)

| Revision #9 to Revision #10 | Project | Estimated Project Cost | Agreement Contribution | | Breakdown of Expenditures | | | | | | |
|------------------------------------|---|---------------------------|------------------------|---------------------|---------------------------|-------------|-----------------------|-----------------------|---------------------|---------------------|-----------------------|
| | | | Federal | Provincial | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | 2011/12 | 2012/13 |
| Revision #9 to Revision #10 | Pitt River Bridge and Mary Hill Interchange | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,068,271) | \$ - | \$ - | \$ - | \$ 1,068,271 |
| | South Fraser Perimeter Road Environmental Assessment | - | - | - | - | - | - | - | - | - | - |
| | Simon Fraser Bridge | - | - | - | - | - | (3,641,217) | - | - | - | 3,641,217 |
| | Silver Road to McBride Timber Road Passing Lane | - | - | - | - | - | - | - | - | - | - |
| | Hilltop to Balmoral | - | - | - | - | - | (270,357) | - | - | - | 270,357 |
| | Wright Station Curves | - | - | - | - | - | (419,689) | - | - | - | 419,689 |
| | 418 Street Overpass at Deltaport Way | 24,000,000 | 3,500,000 | 3,500,000 | - | - | - | 1,000,000 | 5,000,000 | 1,000,000 | - |
| | Total | \$ 24,000,000 | \$ 3,500,000 | \$ 3,500,000 | \$ - | \$ - | \$ (5,399,533) | \$ 1,000,000 | \$ 5,000,000 | \$ 1,000,000 | \$ 5,399,533 |
| Revision #10 to Revision #11 | Pitt River Bridge and Mary Hill Interchange | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,681,714 | \$ (613,443) | \$ - | \$ (1,068,271) |
| | South Fraser Perimeter Road Environmental Assessment | - | - | - | - | - | - | - | - | - | - |
| | Simon Fraser Bridge | 2,378,329 | - | - | - | - | - | (214,148) | 145,480 | - | 68,668 |
| | Silver Road to McBride Timber Road Passing Lane | - | - | - | - | - | - | - | - | - | - |
| | Hilltop to Balmoral | - | - | - | - | - | - | (5,198,752) | 3,307,402 | 2,161,707 | (270,357) |
| | Wright Station Curves | - | - | - | - | - | - | (1,066,493) | 1,486,182 | - | (419,689) |
| | 418 Street Overpass at Deltaport Way | - | - | - | - | - | - | (485,276) | 485,276 | - | - |
| | Total | \$ 2,378,329 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (5,282,955) | \$ 4,810,897 | \$ 2,161,707 | \$ (1,689,649) |

Table 2

PROJECT UPDATES

Information on contracts started/completed and estimated completion of contracts is addressed more extensively in a subsequent section of the report "A YEAR END SUMMARY TABLE OF EXPENDITURES UNDER THE AGREEMENT" (Table 3).

Major milestones include:

Pitt River Bridge and Mary Hill Interchange

- The project was completed and opens to the public in the fall of 2009.

Simon Fraser Bridge

- Project in-service January 1, 2010.

Highway 1: Hilltop to Balmoral

- December 2009, \$12.2 million construction contract awarded to Brentwood Enterprises Limited Partnership.
- January 2010, contractor mobilizes to site.
- March 2010, clearing and grubbing completed.

Highway 97: Wright Station Curves

- Began excavation and embankment construction.

41B Street Overpass at Deltaport Way

- The project received a CEAA exclusion from Transport Canada in May 2009.
- The archaeological impact assessment was completed in September 2009 and no artifacts were identified.
- Project Agreements have been signed with funding partners.

The following pages of the report entail a series of photographs for the current projects and are meant to provide not only a portrayal of the actual project, but also a broader geographic and topographical context, and as such, some pictures are overviews.

PROJECT OVERVIEW: PITT RIVER BRIDGE AND MARY HILL INTERCHANGE

The project was completed and opened to the public in the fall of 2009. The following is a list of major milestones for the 2009/10 fiscal year with a couple of milestones in the following fiscal year.

Milestones for 2009/2010

- 2009 – June Last deck section is installed connecting the east and west main spans of bridge deck
- 2009 – July Main deck pour took place
- 2009 – October Bridge is officially opened to traffic (three lanes)
- 2009 – November Three more lanes of traffic are opened to traffic
- 2009 – November Removal of old swing-span bridges commences
- 2010 – January Pedestrian and cycling path on west side of bridge is reopened
- 2010 – March Removal of old north swing-span bridge is complete

Future Milestones

- 2010 – October Removal of old south swing-span bridge is complete
- 2010 – November Contractor completes all work on project

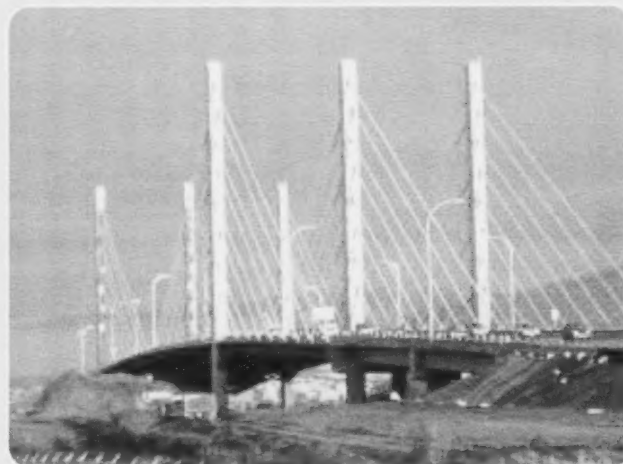
The Provincial Gateway Program has an ongoing community relations program to ensure that residents, municipalities and other key stakeholders are well informed and have their inquiries addressed in an effective, timely way. As part of the program we will be distributing Community Updates on a regular basis as well as attending community events in local municipalities. The following link provides further information that was continuously updated and was available to the public in the period between the publication of the requisite Annual Reports and Audits on this subject of public consultation:

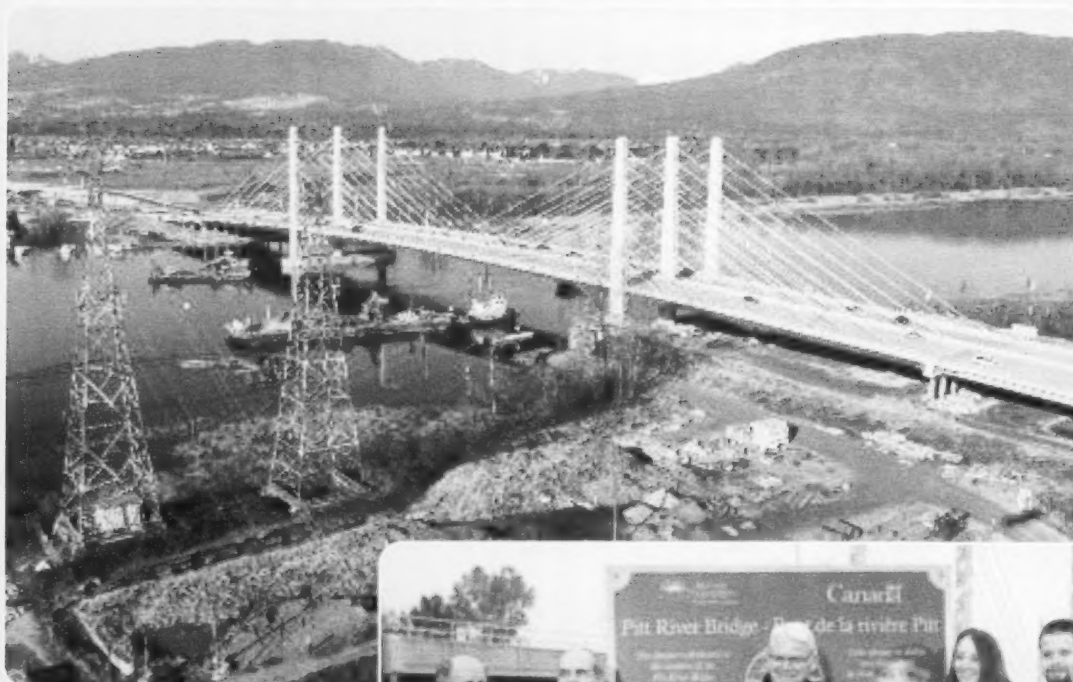
http://www.th.gov.bc.ca/gateway/prb-maryhill/commnty_rltns.htm

The following link provides further information that was continuously updated for the public in the period between the publication of the requisite Annual Reports and Audits with regard to progress and milestones achieved:

http://www.th.gov.bc.ca/gateway/prb-maryhill/photo_gallery.htm

The following photographs are of the project nearing completion and the completed project.





As of the end of the 2009/10 fiscal the Schedule G (Affidavit of Completion) is pending and will be submitted to Transport Canada by the fall of 2010.



PROJECT OVERVIEW: SOUTH FRASER PERIMETER ROAD ENVIRONMENTAL ASSESSMENT

The Environmental Assessment Certificate allowed the project team to move forward with contractor selection, preliminary and final design and construction of South Fraser Perimeter Road, which began in the 2008/2009 fiscal year. Details about this project can be found in the corresponding Annual Report and Audit:

Asia-Pacific Gateway Corridor Transportation
Infrastructure Fund – South Fraser Perimeter Road
ANNUAL REPORT 2009/10
(Fiscal Year Ended March 31, 2010)

Environmental management plans to protect the environment during construction and operation were developed and put in place prior to construction.

PROJECT OVERVIEW: SIMON FRASER BRIDGE

The Schedule G (Affidavit of Completion) was submitted to Transport Canada in December 2009.

The activities and milestones for the period, April 2009 to March 2010 entailed:

- Completed the bridge concrete deck, utilities placements and electrical by November 2009.
- Completed the bridge approach grading, paving and electrical by November 2009.
- Project In-service January 11, 2010.



PROJECT OVERVIEW: HIGHWAY 16: SILVER ROAD TO MCBRIDE TIMBER ROAD PASSING LANE

The environmental assessment, a prerequisite for tendering and subsequent construction (under the terms of the contribution agreement) was approved and signed off on April 4, 2008. Subsequent to this date the following activities were initiated:

- Design completed spring 2008;
- Contract tendered and awarded – April 28 2008;

- Construction commenced June 2008;
- Project completed September 30, 2008; and,
- Schedule G (Affidavit of Completion) submission to Transport Canada on November 5, 2008.

The following two pictures present a "Before" and "After" comparison.



Silver Road looking East – October 2006 (before)



Silver Road looking East – October 2008 (after)

2008/2009 Activities

As a result of some unexpected drainage and slope stabilization issues, the following measures were undertaken after the project was put in-service.

April – May 2009

- Erosion and sedimentation mitigation of drainage areas including sandbagging, ditch blocks, Silt fence, spreading of straw on exposed slopes, rip rap armouring and reapplication of hydro-seeding.
- Slope stabilization west of McBride Timber Road: back slope failure which affected one BCTC pole. Required installation of culvert with a clean out and gravel back fill.



Sandbag ditch blocks diverting water in culvert



Reinstalling silt fencing



Installation of culvert and sub-drain pipes at slope failure west of McBride Timber Road

Fiscal Year 2009/10 Activities: Completed July 2009

The following activities were undertaken in the current fiscal year but entailed no claims under the Federal-Provincial contribution agreement.

- Geotechnical investigation to determine depth of slope failure on west end of project (west of Silver Road). This area is approximately twice the length of the failure at the east end (McBride Timber Road).
- Depending on geotechnical results, repairs may be similar to those at the east end of the project (installation of culvert and clean out) or may require removal of the soft soils and replacement with granular materials.
- This work is required in order to protect the integrity of the BCTC line and to mitigate future erosion and sedimentation issues.



Reapplication of revegetative seeding and west end back slope failure still requiring repair

PROJECT OVERVIEW: HIGHWAY 1 – HILLTOP ROAD TO BALMORAL ROAD

This project is in the vicinity of the Highway 1: Broderick to Ford and General Improvements project successfully delivered and completed in November 2004 by the Province under the federal-provincial Strategic Highway Infrastructure Program (SHIP).

Fiscal 2009/10 Accomplishments/Milestones

- June – 2009 100% detailed design completed
- July – 2009 Received approval from Agricultural Land Commission
- October – 2009 Contract tender documents completed
- November – 2009 Major works contract tendered
- December – 2009 \$12.2 million construction contract awarded to Brentwood Enterprises Limited Partnership
- January – 2010 Contractor mobilizes to site
- March – 2010 Clearing and grubbing completed
- Feb – Mar 2010 Approximately 10% of grading work completed

Planned Targets/Milestones for first half of Fiscal 2010/11

- April – 2010 Detour construction scheduled for completion
- May – 2010 Utility relocations scheduled for completion
- August – 2010 Cedar Driver Overpass scheduled for completion
- October – 2010 Highway excavation scheduled for substantial completion



PROJECT OVERVIEW: HIGHWAY 97: WRIGHT STATION CURVES

SCOPE

- Realign 4.2 kilometres of Highway 97, between 100 Mile House and Williams Lake, to a 100 km/h corridor standard and construct to four lanes in concert with the Cariboo Connector Four-Laning Strategy.
- Access management improvements include turn slots and deceleration lanes at Wright Station and Butler Roads, as well as consolidation of other minor roads and accesses.

ACCOMPLISHMENTS/MILESTONES

Design

- Design by RF Binnie & Associates Ltd.

Contractor

- Wiltech Developments Inc – contract awarded August 2008 (contract #20389MJ0001 as per HCoMS: Transport Canada On-line Administration System).
- Contract award \$7.799 million (amended value \$9.968 million).

Background

- 2008 – Significant quantities of very dense hard clay till material were encountered requiring drilling and blasting, an amendment in the amount of \$2.2 million to cover the increased level of effort, was added.
- Construction resumed April 2009.

Construction

- Excavation of "Type D" materials.
- Drill, blast and excavation of "Type A" materials.
- Embankment construction.
- Existing fence removal and installation of new fencing.
- Production of aggregate material.
 - haul to backfill sub-excavations



Loading for blasting Type A material Sta. 132 to 133+50 area



Production of aggregates



Sub-excavation



Cutting ditch for subdrain along top of cut at Sta. 132 area.



Subgrade Construction

- Drilling and blasting of riprap.
- Sub-excavation of wet and unsuitable material and subgrade.
- Finishing subgrade between LK1 41.2 – 43.1 kilometre mark.
- Finishing of SELECT GRANULAR SUB-BASE(SGSB) from Sta. 137 to 120, and L200/L250 and adjoining section of Butler Road.
- Hydro seeding – various completed slopes.
- Utilities complete.
- Site shut down for winter lay-up, November 24, 2009.
- Post winter environmental assessment.

Drainage

- Significant water flows, both overland and subsurface:
 - Temporary ditches excavated;
 - Settlement ponds, sediment control devices and riprap installed;
 - Four kilometres of sub-drains; and
 - Additional riprap installed, excavation of wet/sloughing material.
- New Contract project completion: August 31, 2010.

Budget

- Cost pressure of \$4.785 million approved by Provincial Capital Planning Board at November 24, 2009 meeting to cover costs of additional works; mitigate sub-surface seepage and drainage and excavate unsuitable materials.

Environmental

- Environmental monitoring and auditing is ongoing.

Archaeological/First Nations

- First Nation consultation ongoing with agreement for First Nations hiring.
- Archaeological Alteration Permit received.

WORK TO BE COMPLETED AND UPCOMING MILESTONES

- Finalize excavation and embankment construction.
- Remaining culverts, sub-drains, interceptor ditches and bio-filtration water quality swales.
- Aggregate production and placement – paving, barrier placement, signing, rumble strips, pavement marking, hydro-seeding and site cleanup.
- Completion of bottom lift – Summer 2010.
- Completion of top-lift paving – Summer 2010.
- Substantial Completion anticipated – August 2010.
- Project In-Service Certificate – September 2010 .



SGSB placement on re-constructed existing road between the L200 and L250 Lines



Sta. 121 – Hydro seeding cut slopes



Installation of 2000mm Wildlife Culvert

PROJECT OVERVIEW: 41B STREET OVERPASS AT DELTAPORT WAY

Accomplishments/Milestones over the last fiscal year (2009/10) including any issues that may have arisen, include:

- The project received a CEAA exclusion from Transport Canada in May 2009;
- The archaeological impact assessment was completed in September 2009 and no artifacts were identified;
- Project Agreements have been signed with funding partners;
- Delta Council voted in favour of the 41B Street Overpass and passed bylaws for the associated road closures in January 2010.
- Detailed design is complete subject to any change required by Tsawwassen First Nation (TFN) negotiation.
- Key issue: the project has been delayed due to negotiations with TFN.

TARGETS/MILESTONES OVER THE NEXT SIX MONTHS:

- An agreement with the TFN to be finalized and signed off to confirm road right-of-way for 41B Street, obtain licences to construct on TFN land, and create employment opportunities during construction for the TFN.
- Property acquisition to be completed.
- Construction is anticipated to be tendered in September 2010.

As the project has not been tendered and negotiations are still underway for this project, there are no pictures available corresponding to milestones.

COMMUNICATION ACTIVITIES COMPLETED DURING FISCAL YEAR

Communications activities completed during 2009/10 fiscal year featuring Federal/Provincial involvement.

1. News Release / Federal and Provincial / Prince George Celebrates Simon Fraser Bridge Completion – August 23, 2009

PRINCE GEORGE – The Honourable Jay Hill, Leader of the Government in the House of Commons and the Member of Parliament for Prince George-Peace River, the Honourable Shirley Bond, Minister of Transportation and Infrastructure, and the Honourable Pat Bell, Minister of Forests and Range and MLA for Prince George-Mackenzie, today joined the community of Prince George to celebrate the official opening of the twinned Simon Fraser Bridge.

"The Government of Canada, under the leadership of Prime Minister Stephen Harper, is proud to be a partner in the Simon Fraser Bridge project," said Minister Hill. "The completion of construction reaffirms our Government's commitment to deliver real results to communities like Prince George through local job creation and regional economic stimulus."

"The Simon Fraser Bridge is a key component of our Cariboo Connector strategy," said Bond. "We recognize that Highway 97 is an essential part of our trade corridor and ongoing economic development opportunities. We also know that it is used daily by residents and tourists alike. We will continue in our commitment to improve important Northern highways and infrastructure like the Simon Fraser Bridge."

The twinned Simon Fraser Bridge doubles the number of lanes from two to four. The four lanes across the Fraser River will connect the four lanes of Highway 97 north to the Queensway Interchange and south to Sintich Road. The bridge also includes a joint pedestrian and bicycle lane linking to trails in the Prince George area.

"By upgrading the Simon Fraser Bridge, we are investing in tourism and the expansion of the North," said Bell. "This investment ensures safer travel for our visitors and residents and strengthens our community for the future."

Twinning the Simon Fraser Bridge will reduce traffic congestion and save travel time for commuters, tourist and commercial vehicles crossing the bridge while improving highway safety. As well, it will bolster the connections between the Prince George Inland Container Terminal, the Prince George Airport and the Ports of Vancouver and Prince Rupert as part of the Asia Pacific Gateway Strategy. The bridge expansion, as part of the Cariboo Connector strategy, is a key element in the continued development of Prince George as a major transportation hub, supporting the growth in mining, oil and gas, forest industry activity and encourages economic diversification in the North.

The \$43-million project will increase the capacity of Highway 97 across the Fraser River for over 21,000 vehicles daily. The Province provided \$27 million as part of the \$240-million first phase of the Cariboo Connector strategy, initiated as part of a long-term plan to four-lane the 460-kilometre portion of Highway 97 between Prince George and Cache Creek. The federal government provided \$16 million of the funding through the Mountain Pine Beetle Program under the Asia-Pacific Gateway and Corridor initiative.

A YEAR-END SUMMARY TABLE OF EXPENDITURES UNDER THE AGREEMENT

Please refer to Table 3 for complete details on year-end expenditures against existing contracts, as of March 31, 2010, for each of the respective milestones:

■ **Pitt River Bridge and Mary Hill Interchange –**

Three contracts have been established for a total cost of \$180,000,000. A total of \$178,613,443 has been expended against these three contracts (99.23% of the existing contracts).

■ **South Fraser Perimeter Road Environmental**

Assessment – One contract has been established for a total cost of \$4,000,000. A total of \$4,000,000 has been expended against this one contract (100% of the existing contract).

- **Simon Fraser Bridge** – 12 contracts have been established for a total cost of \$32,289,226. A total of \$32,144,635 has been expended or accrued against these 12 contracts (99.55% of the existing contracts). As the project came in under budget there is still \$3,710,774 of unallocated funds for this project.

■ **Highway 16: Silver Road to McBride Timber Road Passing Lane** –

One contract has been established for a total cost of \$2,100,000. A total of \$2,100,000 has been expended or accrued against the one contract (100% of the existing contract).

- **Highway 1: Hilltop to Balmoral** – Seven contracts has been established for a total cost of \$13,615,176. A total of \$2,470,830 has been expended or accrued against these seven contracts (18.15% of the existing seven contracts).

■ **Highway 97: Wright Station Curves** –

One contract has been established for a total cost of \$8,400,000. A total of \$6,913,818 has been expended or accrued against this one contract (82.31% of the existing contract).

■ **41B Street Overpass at Deltaport Way** –

One contract have been established for a total cost of \$600,000. A total of \$514,724 has been expended or accrued against this one contract (85.79% of the existing contract).

Overall, as of the end of the fiscal year 2009/10, 26 contracts corresponding to the seven projects had been established on the HIGHWAY CONTRIBUTION MANAGEMENT SYSTEM (HCoMS) for a total cost of \$241,004,402 out of a HCoMS-active sharable cost of \$253,500,000. A total of \$226,757,450 has been expended against these 26 contracts (94.09% of the existing value of the 26 contracts), with \$52,238,385 claimed (\$19,636,094 in accruals) in the 2009/10 Fiscal Year. A year by year comparison is as follows:

- 2006/07 Fiscal Year = \$16,800,000
- 2007/08 Fiscal Year = \$79,455,684 (including \$31,619,315 Accruals)
- 2008/09 Fiscal Year = \$78,263,381
- 2009/10 Fiscal Year = \$52,238,385 (including \$19,636,094 Accruals)

TABLE 3 – CANADA-BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE Transportation Infrastructure Component – 2006-2007/20010-2012

Schedule of Detailed expenditure claims for the year ended March 31, 2010

| Project Number | Project/Claim Description | Contract Number | Previous Years Expenditures (\$) | Claimed in 200/10 (\$) | Eligible Costs Accruals (PAYE) (\$) | Total To Date (\$) | Eligible Costs Remaining in Existing Contracts (\$) |
|----------------|--|-----------------|----------------------------------|------------------------|-------------------------------------|--------------------|---|
| 1.1 | Pitt River Bridge and Mary Hill Interchange (\$180,000,000) | | | | | | |
| | Construction of a new high-level bridge to replace existing structure (Pitt River Bridge). The new, seven-lane structure will have six through-lanes and one auxiliary eastbound lane for truck traffic. Construction of a new interchange at Mary Hill Bypass and Lougheed Hwy to replace existing interchange. Upgrade to the intersection at Kennedy Road and Lougheed Highway to improve access from CP Rail Inter-modal Yard. | PR_048D86013 | 14,013,173 | 16,284,599 | 19,100,672 | 175,516,443 | 1,386,557 |
| | To provide Site Supervision, design review, and testing. | PR_048CS1003 | 1,460,511 | – | – | 1,460,511 | – |
| | To provide Construction Supervision, Owners' Engineer Services and Environmental Monitoring Surveillance Services. | PR_048CS6012 | 1,636,489 | – | – | 1,636,489 | – |
| | Subtotal | | 143,228,173 | 16,284,599 | 19,100,672 | 178,613,443 | 1,386,557 |
| 2.1 | South Fraser Perimeter Road Environmental Assessment | Subtotal | – | – | – | – | – |
| 3.1 | Simon Fraser Bridge | | | | | | |
| | General engineering services. | 097CS0591 | 528,103 | 150,263 | – | 678,366 | – |
| | Bridge Design Construction Engineering. | 097CS0649 | 182,940 | 55,880 | – | 238,820 | – |
| | Environmental monitoring. | 097CS0692 | 26,535 | 25,638 | – | 52,173 | 4,255 |
| | Environmental services. | 356CS0747 | – | 7,343 | – | 7,343 | – |
| | Construct a new, two-lane bridge parallel to the existing bridge and tie back into the existing Queensway Interchange. | 36191M10000 | 20,119,216 | 6,262,151 | – | 26,381,367 | – |
| | The supply and construction of grading, paving, and electrical installation for approximately one kilometre of roadway approaches to the Simon Fraser Bridge. | 36191M10001 | 1,640,048 | 3,107,663 | – | 4,747,711 | 140,335 |
| | Cleanup and decommission an archeological site. | 36191_Arch | 5,789 | 1,623 | – | 7,412 | – |
| | Pile driving analysis and engineering services. | 36191_PDA | 3,000 | – | – | 3,000 | – |
| | Pavement marking. | 361_Pave_mark | – | 14,375 | – | 14,375 | – |
| | Signage. | 36191_Signage | 5,607 | – | – | 5,607 | – |
| | Utility relocations. | 36191_Util | 8,462 | – | – | 8,462 | – |
| | Subtotal | | 22,519,700 | 9,624,935 | – | 32,144,635 | 144,591 |
| 4.1 | Hwy 16 – Silver Road to McBride Timber Road Passing Lane | Subtotal | – | – | – | – | – |

TABLE 3 (continued)

| Project Number | Project/Claim Description | Contract Number | Previous Years Expenditures (\$) | Claimed in 2009/10 (\$) | Eligible Costs Accruals (PAYE) (\$) | Total To Date (\$) | Eligible Costs Remaining in Existing Contracts (\$) |
|----------------|--|------------------|----------------------------------|-------------------------|-------------------------------------|--------------------|---|
| 5.1 | Hwy 1 – Hilltop Road to Balmoral | | | | | | |
| | Functional and Detailed design for project. | 256CS0809 | 962,586 | 240,605 | 11,347 | 1,214,538 | 45,462 |
| | Baseline noise assessment and continuous noise monitoring. | 256CS0883 | – | 8,577 | – | 8,577 | – |
| | Geotechnical. | 22714_Geotech | 20,239 | – | – | 20,239 | 14,261 |
| | Public consultation. | 22714_Open_House | – | 382 | – | 382 | – |
| | Signage. | 22714_Signage | 6,108 | 312 | – | 6,420 | – |
| | Utilities. | 22714_Utilities | – | 68,742 | – | 68,742 | 32,000 |
| | Upgrade of four-lane, undivided, standard highway with improved geometry, frontage roads to provide safe access to adjacent properties and a mixture of new grade separated intersections and upgrades to the existing at-grade intersections with separate turning lanes for all movements. | 22714M10001 | – | 798,930 | 353,002 | 1,151,932 | 11,052,623 |
| | | Subtotal | 988,933 | 1,117,548 | 364,349 | 2,470,830 | 11,144,346 |
| 6.1 | Hwy 97 – Wright Station Curves | | | | | | |
| | Grading and paving on Highway 97, eight kilometres north of Lac La Hache, between 100 Mile House and Williams Lake. | 20389M10000 | 1,682,259 | 5,231,559 | – | 6,913,818 | 1,486,182 |
| | | Subtotal | 1,682,259 | 5,231,559 | – | 6,913,818 | 1,486,182 |
| 7.1 | 418 Street Overpass at Deltaport Way | | | | | | |
| | Conceptual and detailed structural design. | 156CS0584 | – | 343,651 | 171,073 | 514,724 | 85,276 |
| | | Subtotal | – | 343,651 | 171,073 | 514,724 | 85,276 |
| | TOTAL | | 174,519,065 | 32,602,291 | 19,636,094 | 226,757,450 | 14,246,951 |

Annual Audit of Program – The audit evaluated the claims submitted for payment under the agreement to ensure that they are free of material misstatement and that they are consistent with the eligible costs requirements of the agreement. The audit was undertaken in accordance with accepted auditing standards such as the rules of the Canadian Institute of Chartered Accountants by an independent, certified chartered accountant (CA). The audit was conducted by the **Office of the Auditor General of BC**.